

UNION TEMPERANCE RALLY

Ladies of W. C. T. U. Give Interesting Program at Baptist Church on Last Sunday Evening

At a union temperance meeting at the Baptist church last Sunday evening, held under the auspices of the Alliance Woman's Christian Temperance Union, there was a large attendance, showing a deep interest in the subject of the evening, which was the adoption of the proposed constitutional amendment in Nebraska next fall.

The program as previously published in the Herald was rendered with only slight changes. It looked like a short program but turned out to be too long for patience, even of an interested audience, on a hot summer evening. It is probable that hereafter the program committee will censor the numbers to be rendered to see that they come within the proper time limits.

A union choir from several churches furnished the music, or rather led in the singing, which was participated in by the congregation. Mrs. A. A. Layton made the opening prayer and Mrs. J. W. Reed read the Scripture lesson of the evening.

Rev. H. J. Young, pastor of the Christian church, made a short, snappy talk on temperance with reference to the adoption of prohibition in Nebraska. This was the only number that was announced on the program as "short" and about the only one that could be properly so designated.

Mrs. Geo. Gaddis gave a reading; Mrs. Bignell read one of Captain Hobson's temperance speeches, selected by Mrs. Fernald, but not read by her on account of illness; Mrs. Glenn read a paper on "Preparedness"; the collection was received, and Mrs. J. B. Carns closed the service with prayer.

On the whole, the program was splendid. The reference to its length above made is not intended as a disparagement of its quality in any way. It was appreciated by the audience, notwithstanding the uncomfortable temperature of the atmosphere.

POISONED ARMY HORSES

Suspected that Mexicans Poisoned Horses Detained for Use of Cavalry in Mexican War

Fourteen head of fine horses, carefully selected in Montana, destined for the Mexican border, via Grand Island, Nebraska, died from what was believed to be poisoning at the stock yards in Edgemont on Thursday of last week.

The horses were part of a carload, practically all of which were taken sick. The recent military activity on the Mexican border has resulted in an immediate demand for cavalry horses. These horses had been carefully selected and were intended for use by the army cavalry.

It is supposed that Mexicans at Edgemont, who knew what the horses were intended for, placed poison in the horses' food, or that sympathizers of one of the warring nations in Europe, believing the horses to be bound for the far east, poisoned them.

The balance of the carload was brought to Alliance for treatment before being shipped on.

PLEASED WITH NEW ROAD

Traveling Men and Other Travelers Appreciate the Road Built by Angora Men Recently

Alliance traveling men are well pleased with the new road built near Angora recently, as it enables them to make the auto trips much easier and in quicker time than formerly, in visiting Angora.

Mr. Chambers, Gentry and other Angora citizens deserve credit for the work done in getting this road through. S. W. Thompson of Alliance, chairman of the good roads committees for the T. P. A.'s and the commercial club, suggests that petitions be circulated requesting the county commissioners of Morrill county to spend some of the \$3333 from their road funds in bettering the roads in the northern end of the county.

Death of Miss Anna Trumble - Miss Anna Trumble, granddaughter of Wm. Rust, Sr., died at the home of her parents in Lincoln Saturday noon. She was eighteen years of age and had been ill for some time. Henry, Gay and Myrtle Rust went to Lincoln Saturday night and Mr. Rust went Sunday noon, to attend the funeral, which was held Monday. Miss Trumble had friends in Alliance, having visited here about a year ago.

The P. E. O. Society met Monday afternoon at the home of Mrs. Tully, for the report of Committees and other unfinished business, this meeting closes the years work. It is certainly gratifying to hear from all sources that the convention just closed, was a decided success, placing Alliance at the head, as conducting the best arranged State Grand Chapter Convention ever held. Realizing that our success was due as much to the co-operation of our citizens as to our own efforts we wish to extend our sincere thanks to all who in any way contributed to the comfort and entertainment of our guests. Signed, Chapter A. H. Alliance.

THE EIGHT HOUR MOVEMENT NEGOTIATIONS

Copy of Letter Sent by E. H. Byram, Burlington Vice-Pres., to Trainmen, Enginemen and Yardmen

With reference to the negotiations between the railroads and employees regarding the eight-hour day, the following letter has been sent to trainmen, enginemen and yardmen by H. E. Byram, vice-president: Trainmen, Enginemen and Yardmen:

Referring to my previous letter in regard to the negotiations in the so-called "Eight-Hour-Day Movement": I am now in position to give further information concerning the progress of the negotiations between the Conference Committee of Managers and representatives of the organizations in New York, which is submitted for your information.

On March 29th, the representatives of the employees in engine, train and yard service presented a proposal to this company reading as follows:

Proposal of the Men

"Article 1. (a) In all road service 100 miles or less, 8 hours or less will constitute a day, except in passenger service. Miles in excess of 100 will be paid for at the same rate per mile.

"(b) On runs of 100 miles or less overtime will begin at the expiration of 8 hours.

"(c) On runs of over 100 miles overtime will begin when the time on duty exceeds the miles run divided by 12 1/2 miles per hour.

"(d) All overtime to be computed on the minute basis and paid for at time and one-half times the pro rata rate.

"(e) No one shall receive less for eight hours or 100 miles, than they now receive for a minimum day or 100 miles for the class of engine used or for service performed.

"(f) Time will be computed continuously from time required for duty until released from duty and responsibility at end of day or run.

"Article 2. (a) Eight hours or less will constitute a day in all yard and switching service. The minimum day's pay for 8 hour yards shall not be less than the present day's pay for 10 hour yards. Provided, that in yards having a minimum day of more than 10 hours, the present day's pay as in effect January 1, 1916, will be continued with the eight hour day.

"(b) Time to be computed continuously from time required for duty until released from duty and responsibility at end of day or run. All over 8 hours within any 24 hour period to be computed and paid for at the rate of time and one-half time.

"(c) All overtime to be computed on the minute basis.

"Article 3. (a) Eight hours or less at present 10 hours pay, will constitute a day's work in hostling service.

"(b) Time to be computed continuously from time required for duty until released from duty and responsibility at end of day or run. All over 8 hours within any 24 hour period to be computed and paid for at the rate of time and one-half time.

"(c) All over time to be computed on the minute basis.

"Article 4. Any rates of pay, including excess mileage or arbitrary differentials that are higher, or any rules or conditions of employment contained in individual schedules in effect January 1, 1916, that are more favorable to the employees, shall not be modified or affected by any settlement reached in connection with these proposals. The general committee representing the employees on each railroad will determine which is preferable and advise the officers of their company. Nothing in the settlement that may be reached on the above submitted articles is to be construed to deprive the employees on any railroad from retaining their present rules and accepting any rates that may be agreed upon or retaining their present rates and accepting any rules that may be agreed upon."

The following reply was made on March 30:

Reply of the Railroads

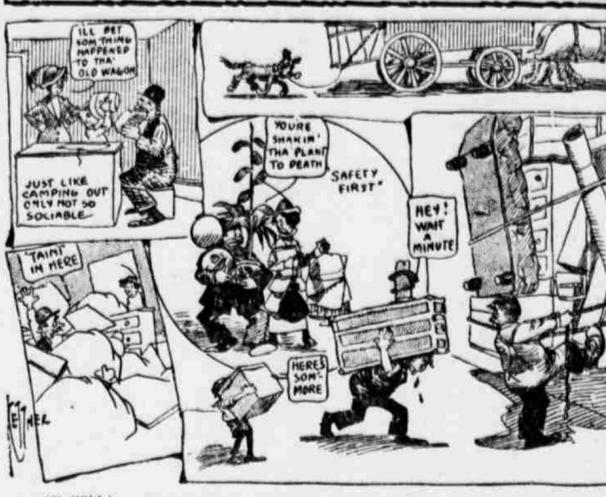
Your committee of March 29, giving notice of your desire to revise present wage schedules and agreements, according to certain proposals made a part of that notice, has this day been received.

The present standards of rates and working conditions have been very largely fixed by mediation and arbitration, and this company feels that they are adequate and even liberal to the employees. This company has no desire to change either the existing rates of pay or the working rules, nor to reduce the earning possibilities of the employees under their existing rules, but inasmuch as your proposals contemplate fundamental changes in operating methods and practices on which the schedules have been built up, this company hereby gives notice in conformity with the schedules now in effect that in connection with and as a part of the consideration and disposition of your proposals there shall be open for consideration and disposition those provisions in the schedules and practices thereunder governing compensation in the classes of service affected by your proposals or those in conflict with the following principles as they apply to such classes:

"(a) No double compensation for the same time of service.

"(b) The same classification for the purposes of compensation to be applied to all members of a train and

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engine crew.

"(c) Two or more differently paid classes of service performed in the same day or trip to be paid proportionate rates according to the class of service with not less than a minimum day for the combined service."

For the purpose of interpreting the application of paragraph (a) of this reply in connection with the consideration and interpretation of your Form 35, without interfering with existing seniority rules, the following was submitted to your representatives by the National Conference Committee of the Railroads:

"A road man's time will start from the time he is required to report for duty, and except where tied up between terminals in accordance with existing agreements all work and delay required at initial terminal and en route will be paid as continuous time or mileage. At final destination, existing rule or rules concerning additional service after arrival, final terminal delay, etc., not to be disturbed, and will be paid for pro rata until the time on duty equals the overtime limit of the run. Time paid for under one rule not to be paid for under another rule or rules."

Joint conferences between your representatives and the National Conference Committee of the Railroads representing the railroads of the United States, were held in New York City commencing June 1st and concluding June 15th.

Your requests and the contingent reply of the railroads were carefully considered. The conferences developed that the conflicting views of your representatives and of the National Conference Committee of the Railroads could not be harmonized and, therefore, the following formal reply was made to your representatives:

Reply of Managers' Committee - "The National Conference Committee of the Railroads has carefully considered your proposals and your explanations of their meaning and intended application. In our judgment, no reasons developed during our conferences to justify the extraordinary changes in operating methods and practices and the large expenditures for additional facilities which your proposals involve; nor was anything presented to justify your requested radical revision of the established bases of compensation for men in engine, train and yard service. The present rates and rules are largely the result of recent arbitration awards; and, in our judgment now provide for the men liberal compensation and favorable working conditions. Moreover, the best obtainable estimates indicate that to accept your proposals would increase the cost of operation of the railroads approximately one hundred million dollars a year, all of which must eventually be borne by the public.

"We are confident that you and the men you represent appreciate the responsibilities of this committee to three substantial interests, viz:

1. (a) To the employees here involved whose efficient service is acknowledged and with whom the railroads have no differences which cannot be considered fairly and decided justly by some impartial body.

(b) To all other employees of the railroads whose material welfare should not suffer because of the preference of any particular group of fellow workers.

2. To the owners of the railroads, who have a right to participate in the earnings of their business on a fair and equitable basis.

3. To the public who are vitally interested in the maintenance of an uninterrupted and efficient transportation service, and whose ultimate control of the situation we all recognize as fundamental.

"We reiterate the statement given by the railroads to their men and repeated to you by this committee, that the railroads have no desire to change either the existing rates of pay or working rules, nor to reduce the earning possibilities of the employees under their existing schedules; but your proposals, in connection with the interpretations given during our conferences, are so inherently and fundamentally opposed to the views of this committee, that we feel constrained to decline and do hereby decline them.

PROHIBITION AS A FORWARD MOVEMENT

Paper Read by Mrs. Sadie D. Spence, of Franklin, at the Recent State P. E. O. Convention in Alliance

(Contributed)

Public sentiment in regard to the legalized liquor traffic has almost entirely changed in the past ten years, and in that time sixteen of the states of the Union have been added to the dry column. Ten years ago only three states, Maine, Kansas and North Dakota, were prohibition territory.

Today nineteen states boast of being clean in this respect: Georgia, Oklahoma, Oregon, Washington, Arizona, Alabama, Arkansas, Iowa, Idaho, and South Carolina having climbed aboard the water wagon in the order given.

This fall the people of South Dakota, California, Nebraska, Montana, Michigan, Idaho, and Alaska will vote on this important question. (Idaho's present law being only legislative, the people of that state are voting on the question as a constitutional amendment.)

The prohibition amendment will be submitted to the Nebraska voters November 7, at the general election; a petition, bearing over 70,000 signatures asking that the question be submitted having been filed with the secretary of state recently. The women of the state, while not allowed to vote on the question, had a very important part in securing this petition and seeing that it was circulated over the state; and they can do still more by using their influence in securing votes for the amendment. Dry workers and even the saloon interests are confident that the amendment will carry this fall—but herein lies the greatest weakness in the proposition—for the liquor interests are going to use every method of trickery known to bring about its defeat and will spend many thousands of dollars to that end. On the other hand, the dry forces are liable to think the victory will be won too easily and in this way bring about its defeat by indifference, and failure to turn out to the polls on election day.

The brewers are organized under many high sounding names, the Nebraska branch being called the Nebraska Prosperity League. Other favorite names are—Charity Club, Home Rule League, Grape Growers' Association, Business Men's League, Tax Payers' Union, Alfalfa Growers' Association, etc., etc. But you want to beware of such high sounding names. Brewers' Prosperity League would come nearer being a true name for such organizations.

Drunkennes was given as the cause for 54 per cent of the divorces granted in Nebraska last year. Nebraska's liquor bill cost the state \$75,258.56 in 1914, figuring half the cost of the upkeep of the state insane asylums, penitentiaries, industrial homes, etc., which statistics show gain half their inmates through the liquor traffic. This cost is paid in taxes, and does not take into account the hundreds of thousands of dollars paid out as a first cost for liquor by the consumers, nor does it take into account the misery and heartaches caused in homes where no reports are ever made public.

Douglas, Hall, and Lancaster counties send nearly half the dipsonamics to take the state cure, their per cent being 27.4 per cent for 100,000 population to 10.5 per cent for the balance of the state. Those three counties have most of the saloons of the state.

From an educational point of view the report of the State Department of Education for 1914-15 shows that the dry towns enroll a much larger per cent of the pupils in the high school than the wet towns do, a list of Nebraska towns between 1,500 and 4,000 population showing that the dry towns enroll an average of 262.6 per 1,000 of school population and the average attendance is 228.8 per 1,000, while on the other hand, in the wet towns the enrollment is 122.3 per 1,000 school population and the average attendance is only 102.6 per 1,000—an advantage for the dry towns of over 100 per cent.

We have been told that prohibition will virtually confiscate the property of the brewers and saloon men, but in states where prohibition has taken effect lately the liquor men are adapting themselves to the changed conditions and are entering legitimate business, others have changed their plants into milk products plants, chemical and soap plants, ice plants, yeast factories, creameries, paint, oil and varnish plants, fruit by-products companies, and one big brewery is bottling logan berry juice. Many saloon keepers are going into business in the towns where they formerly operated saloons and are selling their former customers things to eat and wear instead of firewater; and we believe that both the customer and the former saloon keeper get more satisfaction out of their business dealings together.

So as P. E. O.'s, collectively and individually, we owe it to our state and to ourselves at this time to put out every effort for the amendment this election. Using a slang phrase—"it is up to us."

The work on the new McDonald apartment house at the corner of Seventh and Laramie, is progressing rapidly. The electrical wiring was commenced Tuesday, the work being done by C. A. Dow.

EIGHT HOUR MOVEMENT

Article in Locomotive Engineers Journal Gives Reasons for Eight-Hour Day

(By Brotherhoods Publicity Bureau) The following article is taken from the Locomotive Engineers' Journal: The men in train service must have an eight-hour day because it is justly due them.

Eight hours of actual labor, the preparatory time before and after the service period to be additional, is all the time the laborer can give if he is to secure the rest that nature demands and remain at his best.

This service period has been firmly established in the leading industrial occupations and is commonly recognized by law.

It enables the laborer to be at his best throughout the entire working period and compensates for the loss of time by the elimination of errors. Errors in traffic movement are more costly than errors in other occupations. The errors of the overworked employee create dangers for others besides himself.

The eight-hour day should be granted for the benefit of the traveling public. The public pays for passage on the trains. They have a right to demand that the danger due to overworking of employees be eliminated.

The passenger has a right to demand that passenger trains shall not be handled over lines in constant contact with freight trains whose crews are overworked.

It should be granted because there is greater fatigue and less relaxation in railway train service than in other occupations.

The employees have irregular hours. They know neither night nor day. If compelled to work at night many men cannot sleep in daytime. If their rooms are upon noisy streets they get little rest.

They have no Sunday. "Thou shalt do no labor on the Sabbath day" was not spoken of trainmen.

They must face all conditions of weather. Rain, sleet, snow, in storm or calm; freezing or burning, they must go.

They cannot have regular meals, and must often eat the lunch they carry while on the run.

The operator and signalman, housed and protected from the stress of weather, whose business is merely to write down upon paper or communicate by signal what the trainmen must do, are forbidden by law to work more than eight hours.

The man who does the work needs rest sooner and needs it worse, and needs it longer than the man who tells him to do the work.

The eight-hour day should be granted because:

It will make the laborer a better citizen. Better citizens make better nations and better governments.

Longer periods off duty bring the laborers into touch with the social, moral and religious life of the community. Their wants are increased. They are inspired to greater effort. They rise in the scale of human worth. They become an asset to the community.

More hours at home make a man a better husband, a better father. He will raise a better family.

The country may some day stand the laborer of his sons in front of an enemy's gun; may need them at their best. If it expects this, it must avoid overwork.

Higher Rate Should Be Paid for Overtime

It will induce the employer to hurry trains over the road and eliminate delays.

Freight will be more promptly delivered. This will benefit the public.

It will give greater mileage to engines and cars. This will benefit the railroads.

It will enable the carriers to please the public and eliminate much of the worry incident to delayed shipments.

It will be justice to the railroads that have already given the 12 1/2 miles an hour basis to their employees.

The demand should be granted because:

The increased compensation will go to those most deserving it.

Increased tonnage of trains has increased the labor and worry of the trainmen. Their wages should increase in proportion to the increase of their earnings for the employer.

The Operator's Mind Wandered

An official in one of the Burlington railroad offices at Alliance, in going over his usual bunch of telegrams for the day, was shocked to find one that went like this: "Germany will make Poland a free country, invade England, free Ireland, teach all English speaking people to speak German, pension Mutt and Jeff, dehorn all American born steers and make the Alliance Herald the official paper."

New Scales in Alliance Yards

The Burlington has a force of men installing a new car scale in the yards at Alliance, south of the depot and just north of the shops. These scales will have a capacity of 250,000 pounds and will take the place of the scales formerly at the west end of the yards.

Beaver Crossing Banker in Alliance

L. G. Gake, a banker of Beaver Crossing, Nebraska, who is the owner of a fine Box Butte county farm north of Hemingford, was in the county last week looking after his interests here. Mr. Gake is a friend of W. M. Idence, with whom he visited Alliance on Thursday of last week.